



Life Lines

SO17FS06

FT. LAUDERDALE FLIGHT STANDARDS DISTRICT OFFICE SAFETY PROGRAM NEWSLETTER

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July, Aug. Sept. 2003

www.faa.gov/fsdo/flf

To go or not to go? That is the question!

Serving: Broward, Glades, Hendry, Martin, and Palm Beach Counties

By Gary Justice, FAA Avionics ASI,
Ft. Lauderdale FSDO

Are you an aircraft owner, operator, or the pilot-in-command that may not know whether they can go or not go, if the Pitot-static system hasn't been checked in the past 24 months?

I was recently asked if a "Pitot-static system check" applies to aircraft operated in "**VFR only operations.**"

Aircraft equipped with a transponder are required to have 24-month "altitude correlation tests" **regardless of operational environment** as per FAR 91.413.

The transponder transmits altitude data received from the static system via the blind encoder, a separate device that senses the barometric pressure and provides that information to ATC.

The transponder altitude correlation test determines if the altitude transmitted by the transponder is within 125 feet of what is indicated on the altimeter. Pilots flying into or through controlled airspace sometimes unwittingly transmit altitudes, in some cases, thousands of feet off of what the pilot may observe on the altimeter. This can be due to a failing encoder, an obstruction/damage to the static system from opening up the lines during maintenance, or a problem with the transponder.

Anyone interacting with PBI tower has experienced their request to squawk a discreet code due to the intense traffic in their airspace. **Broadcasting false altitude data is just begging to be a statistic.**



TCAS equipped aircraft can receive false traffic advisories or even resolution advisories, causing abrupt avoidance maneuvers if they receive such inaccurate output from a transponder broadcasting bad altitude information. The FAA does detect and investigate inaccurate mode C/S reports from ATC observations by registration number.

It is impractical to operate in the complex airspace in which we now live without taking adequate measures to ensure that transponder equipped aircraft are reliably letting everyone know where they are so that ATC can provide adequate separation and relieve some unnecessary stress.

You can't ignore the fact that jet traffic, with their high rates of closure, will most likely not see you. Especially if their TCAS is based upon erroneous altitude output from an aircraft owner who might not see "**the airplane through the clouds**" or want to see "The forest through the trees."

P.S. There is one way to avoid the above requirement; never leave the barn. This, of course, will also allow you to save on gas as well. ➔

"FSDO Feedback"

This section is dedicated to your feedback & mail. We will publish the most ingenious, funny, or most interesting feedback in "**Life Lines.**" Editor may edit questions for clarity.



Question - "...Is there a requirement to contact anyone while flying in an alert area? How about in a Military Operations Area (MOA)?"

Len, from Lantana



Answer – Operational requirements in either of these areas can be found in the *Aeronautical Information Manual* (AIM) Chapter three, Section four, *Special Use Airspace - Military Operations Area and Alert Area - 3-4-5 and 6*, which states "...pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation."

"Alert Areas...contain a high volume of pilot training or an unusual type of aerial activity "...pilots of participating aircraft as well as pilots transiting the area shall be equally responsible for collision avoidance."

MOA's are depicted on Sectional Charts, and accessible thru the "Files" page of our web site. Click on "**MOA's**" (A link provided by "**Florida Pilot**"). This allows you to review information well in advance and plan accordingly.

Thanks for the question Len. ➔

Runway safety



is everyone's business!

As Michael Jackson's song states "...doesn't matter who's wrong or right...just beat it!" That's right; beat the statistical odds that you too may cause a runway incursion. Here are four easy steps:

1. Always have and use the airport diagram.
2. Always be prepared to copy your clearance, whether across the country or across the airport.
3. The task at hand is job one! Meaning, review the diagram and copy your clearance while standing still.
4. Taxiing your aircraft should involve nothing else other than taxiing, especially if operating single pilot. →

Life Lines Q&A



Interactive on the web

1. When flying in an Alert Area, who is responsible for aircraft separation?
 - a. The Pilot in Command.
 - b. The nearest ATC Facility.
 - c. The FAA Administrator.
 - d. AOPA's legal representative.
2. A Military Operations Area is:
 - a. In the Airport Facility Directory.
 - b. Depicted on sectional, VFR Terminal Area, and Enroute Low Altitude charts.
 - c. Hazardous to aircraft whose pitot-static system inspection has expired.
 - d. Airspace designated in combat zones.

3. An Alert Area:

- a. Has unusual aerial activity.
- b. Can have a high volume of pilot training.
- c. Both a. & b. above.
- d. Requires the pilot to announce he is present and alert.

4. Aircraft are required to have 24-month "altitude correlation test" regardless of IFR or VFR

- a. True, but only for SEL aircraft.
- b. Only if you operate in Special Use Airspace.
- c. True, but only if you have a transponder installed and operate in controlled airspace.
- d. False, IFR requires a 12-month check.

5. The transponder altitude must be within ____ feet of what's indicated on the altimeter.

- a. 70 Feet.
- b. 125 Feet.
- c. 150 Feet.
- d. 152 Feet.

6. The purpose of the "A.C.E." Program is to give you objective feedback regarding your aircraft's condition.



- a. True.
- b. False.
- c. True, but only if you pay for it.
- d. The "ACE" depicts Saddam Hussein.

"Aircraft Courtesy Evaluation" (ACE)

Found in "*Seminar/ Meetings*" as well as "*Files*" on our web site).

(Note: **Our promise to you!** The FSDO will give you the entire record of what is found regarding your aircraft. No records are kept by the FSDO regarding this courtesy evaluation)!

FSDO Funn'as



Life Lines to laugh by

"Documents discovered in Iraq after the war revealed that the French gave Saddam's regime tactical military advice. Well Duh! That explains why the Iraqi army surrendered so quickly!"
-Jay Leno

Why do we leave cars worth thousands in the driveway and put our useless junk in the garage?

Why do they have drive-up ATM machines with Braille lettering? →

Oops! Did you take a biennial flight review?

By attending a safety seminar and flying with a CFI three hours during that same year, you don't have to take a biannual flight review!

Go to our web site and click on this set



of wings, depicted above Lower right hand corner of our index page. This link will walk you through the steps that will make you a more proficient pilot; therefore exempting you from having to meet the requirements of FAR 61.56, (Biennial Flight Review) and reward you with recognition for your participation. →

A humorous look at an accident! **Taken from Warbirds, March 2003.**

- I consider the primary cause of this accident to be design error. If we can have stall-warning devices in the aircraft, why not *a too-fast-on-final device*?
- I admit that this accident was due to pilot error, but there was nothing wrong with my judgment or technique.
- The accident would not have happened if I had overslept like I usually do. →



"Who Wants To Be An Aire-man?"

**Standing room only at
"Sun n' Fun" 2003**

With lights, cameras, and action, it didn't take long to realize this was not

just a safety seminar. But instead, as heard from the audience... "It was fun." "It was funny." "It was eye opening." It's stated purpose, by the show's host Cary Mendelsohn, was "To raise the airmen's 'Survival I.Q.'"



As advertised, "*Who Wants To Be An Aire-man?*" similar to "*Who wants to be a millionaire?*" was presented by the FAA Southern Region Safety Program, and billed as the FAA's "premier" safety seminar at Sun n' Fun 2003. It was seen live by an estimated 8,000+ spectators at the FAA Production studio, on television, live on the Internet, and heard live on "Sun n' Fun Radio."

Safety Program Managers, (SPM) Cary Mendelsohn and Randy Williams, from the Ft. Lauderdale, Florida, Flight Standards District Office, created the show which ran four consecutive days, converting 13 airmen to "*Aire-men*."



"Who Wants To Be An Aire-man?" on the "Jumbotron" at "Sun n' Fun 2003."

Tampa's SPM, Buz Massengale, assisted as "contestant coordinator" while Orlando's SPM, Obie Young, directed the production crew from the video control room.

Spectators came from as far away as Argentina to partake in their "Recurrent training." Each day provided standing room only

The airman/airwoman having the fastest finger on their "remote control joystick," which corresponded to a different colored runway light,

competed for a trip to the "hotseat." Once there, they were asked questions pertaining to: regulations, good operating practices, weather, ATC procedures, airport signage, and runway markings. Maintenance related questions were put to the one mechanic making it to the "hot seat."

Harley Pickett, President of the *Southern Aviation Safety Foundation*, awarded the prizes for all the sponsors. Prizes ranging from free meals at various restaurants, to the one million-point prize, won by Jim Covington, of Huntsville, Alabama. He chose a ride in the *Goodyear Airship*, compliments of Goodyear Tire and Rubber Company, located in Pompano Beach, Florida. The total value of all prizes awarded at "Sun N' Fun" approached \$4,000.00.



"Rob Lindstrom receiving his "Aire-man check" which got him a pilot's leather jacket, donated by Skymax-USA.com, of Lighthouse Point, Florida.

Winners from previously recorded shows can be seen at www.faa.gov/fsdo/fl/winners.htm.

Don't miss the next opportunity to attend your "Recurrent training." Specifically for general aviation pilots and mechanics, and anyone wishing to become an "Aire-man."

You may register to be a contestant on the Ft. Lauderdale FSDO web site via: <http://www.faa.gov/fsdo/fl/airefly.htm> This URL will answer all your questions about the show, its prizes, its benefactors and benefits. If you want to be a contestant register early...the seats go fast!

(Next show is Aug. 16th at the Muvico Palace 20 Theater, (Boca Raton Airport) (back page for details)).→

Answers to LL Q&A, page 2
1. a, 2. b, 3. c, 4. d, 5. b, 6. a

Passing on Greatness!

It is not the accumulation of material goods, or the accolades one receives from their colleagues

for excelling in their trade that a man's worth should be measured, but instead how they may have inspired

others to contribute to the evolvement of all mankind.

Our Astronauts knew risk always accompanies greatness. Sometimes greatness is only achieved when we realize the ultimate sacrifice one was willing to make for the betterment of all.



Do not weep for the passing of those that have had this privilege. Instead, weep for those unwilling to take risks. They will never experience the joy of being part of something bigger than themselves. →

KNOW SAFETY NO PAIN

→→→

NO SAFETY KNOW PAIN

"Marker Beacons" are missing!

If you should notice a silence upon reaching, what should have been the sight and sound of a middle and/or inner marker, don't fret, they are being eliminated on many approaches. It was always nice having that marker beacon, with its moss code to keep you awake on that low IFR approach. But times are a changin'. →

There are many ways and places to stay abreast of changing times. A great place to start is in the "Files" of this FSDO web site. I.e., Did you know you could now change your address over the Internet? Did you get the answer right to question six, above? If not, visit our web site. And remember, **"You don't know what you don't know!"** →

→ BLUE SKIES →

Check our web site for additional "Seminars/meetings" and for changes!
www.faa.gov/fsdo/fl/so17mtgs.htm

ALL FAA SAFETY SEMINARS ARE FREE!

July 16 (Wed.) 1900 hrs.

(Road map on our web site)

Ft. Lauderdale Executive Airport Authority (FXE)

6000 NW 21st Avenue (Cypress Creek Blvd)

Ft. Lauderdale, Florida

(954)-828-4967

"Operation Raincheck"

Airport Signage/Markings

Aug. 16, (Sat.) 1000 hrs.

Road map on our web site)

Muvico Palace 20 Theater (BCT)

3200 Airport Road

Boca Raton, Florida

(561)-395-4695

"WHO WANTS TO BE AN AIRE-MAN?"

"Recurrent training" for GA Pilots and Mechanics

(Page 3 for details)

The "Premiere Theater," for a nominal fee, serves breakfast, starting at 0900 hrs. By attending this Safety Seminar, you will be eligible to win one of many door prizes. You may bring your family members and friends to this event. First 50 attendees receive a free gift. Register to be a contestant on our web site. First come, first play!

Sept. 10, (Wed.) 1900 hrs.

(Road map on our web site)

Broward Community College

7200 Pines Blvd. (Bldg. 99)

Pembroke Pines, Florida 33024

(954) 201-8075

"The Truth About 'Airworthiness'"

For pilots & mechanics.

Randy & Cary

SAVE THIS SCHEDULE!

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